

Gaining in Popularity
'PRINZ LUDWIG'
LIGHT PILSENER BEER
OF EXCELLENT QUALITY.
Per Case of 6 Dozen Plates
\$10.00.
SOLE AGENTS:
H. Price & Co.,
12, Queen's Road.

The China Mail.

ESTABLISHED 1845.

DISTILLERS CO., LTD.,
EDINBURGH.
OLD TOM
AND
D. C. L.
DRY GINS
Per Dozen \$1.50.
SOLE AGENTS:
H. Price & Co.,
12, Queen's Road.

No. 13,191.

號二十月七年五零百九千一英

HONGKONG, WEDNESDAY, JULY 12, 1905.

日十初月六年巳乙

PRICE, \$3.00 Per Month.

INSTITUTE OF HYGIENE CERTIFICATE.

THIS is to Certify that the LAGER BEER of Messrs JOHN JEFFREY & CO. of Edinburgh has been passed by the Examining Board of the Institute of Hygiene as fulfilling the Standard of Purity and Quality required by them.
Issued this Second day of January, 1905.

PRICE:
\$16.50 PER CASE OF 7 DOZ.
PINTS.

MACWEN, FRICKEL & CO.,
SOLE AGENTS.
Hongkong, July 4, 1905. 1815

Intimations.

WANTED.

YOUNG MAN (27) desires Occupation in any capacity (Indoor or Outdoor) Has a knowledge of the Cantonese dialect, Book keeping and Typewriting.
Best references.
Apply to "G. D. M."
Care of "China Mail" Office.
Hongkong, July 10, 1905. 1329

WANTED.

FOR the Hongkong Seamen's Institute a good **SECOND HAND BILLIARD TABLE** Any Gentleman having one to dispose of is requested to communicate with.
Rev. J. H. PIERCE,
6, Lyceum Villas, Kowloon.
Hongkong, July 10, 1905. 1327

WANTED.

A **COMPRADORE** by a European Firm doing Piece Goods and General Business. Must furnish Security for \$50,000.
Apply "R. S. T."
Care of "China Mail" Office.
Hongkong, July 5, 1905. 1301

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

A **INTERIM DIVIDEND** of \$5.50 per Share for Six months ending 30th June, 1905, will be payable on the 27th instant, on which date **DIVIDEND WARRANTS** may be obtained on application at the COMPANY'S OFFICE.
The **TRANSFER BOOKS** of the Company will be CLOSED from the 20th to the 27th instant both days inclusive.
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, July 11, 1905. 1337

THE WEST POINT BUILDING COMPANY, LTD.

A **INTERIM DIVIDEND** of One Dollar and Seventy-five Cents per Share for Six months ending 30th June, 1905, will be payable on the 27th instant, on which date **DIVIDEND WARRANTS** may be obtained on application at the COMPANY'S OFFICE.
The **TRANSFER BOOKS** of the Company will be CLOSED from the 20th to the 27th instant both days inclusive.
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ltd.
General Agents for the West Point Building Co., Ltd.
Hongkong, July 11, 1905. 1338

COMMERCIAL UNION ASSURANCE CO., LTD.

ASSETS EXCEED \$70,000,000.

FIRE, MARINE, TYPHOON, ACCIDENT, PLATE GLASS INSURANCE and FIDELITY Guarantee Policies issued at Lowest Current Rates.
W. H. TRENCHARD DAVIS,
Branch Manager & Underwriter.
Hongkong, June 9, 1905. 1128

THE POPULAR SCOTCH IS BLACK & WHITE



BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to

M. THE KING
and
THE PRINCE OF WALES

Supplied at all the Leading Clubs and Hotels, and to be obtained from **LANE CRAWFORD & Co.,** Queen's Road Central.

Business Notices.

W. S. BAILEY & CO.

SOLE AGENTS FOR

THE PULSOMETER ENGINEERING CO., LD.

STEAM PUMPS OF EVERY DESCRIPTION.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,363 tons, Captain H. D. Jones.
s.s. FOWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
s.s. FATSHAN, 2,260 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSAN, 1,995 tons, Captain J. J. Lossius.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 p.m. (See Special Summer Time Table).
Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 533 tons, Captain W. A. Valentine.
s.s. NANNING, 669 tons, Captain C. Batchard.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the:
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
10, BUTTERFIELD STREET,
Or of **BUTTERFIELD & SWIRE,**
Agents, **CHINA NAVIGATION CO., LTD.**

HOTEL BALTIMORE (LATE HOTEL AMERICA)
2, WYNDHAM STREET.

A **FIRST CLASS HOTEL** under European Management. NICELY FURNISHED. AIRY ROOMS. EVERY COMFORT FOR RESIDENTS AND TOURISTS. EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.
TERMS REASONABLE. Apply to **THE MANAGER.**
Hongkong, June 21, 1905. 1151

PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED.
THREE MINUTES' WALK FROM POST OFFICE.
SPECIAL TERMS FOR MONTHLY BOARDERS.
RATES MODERATE.
29, WYNDHAM STREET.
Hongkong, September 6, 1904. 1636

D. MAHER,

77, WYNDHAM ST., HONGKONG.
ALL KINDS OF SEWING MACHINES BOUGHT, SOLD or EXCHANGED. Repairs executed, expert advice given on all classes of Sewing Machines. Orders by Post Receive Prompt Attention.
Hongkong, July 5, 1905. 1299

ROYAL HAIRDRESSING SALOON.

No. 14, BEACONSFIELD ARCADE.
We beg to notify the Public generally of Hongkong that we have just OPENED a First-class Hairdressing Salon at the above address. We make Cleanliness a Speciality.
VIOLENTE BARENILLA, Proprietor.
Hongkong, April 10, 1905. 453

SELECT BOARD & RESIDENCE AT 'BRASSIDE.'

A LARGE and COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large, Airy and nicely furnished Bedrooms, every home comfort. Fine view of the Harbour. Terms Moderate. Apply to
Mrs F. W. WATTS,
BRASSIDE, 20, MACDONNELL ROAD, (Late of "TANG YUEN").
Hongkong, June 19, 1905. 97

CARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND SHIPBUILDERS, SURVEYORS AND CONTRACTORS. REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.
A. B. C. Code, 4th Edition.
A. 1 Code.
Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, March 14, 1903. 563

THE COMMERCIAL LAW AFFECTIONING CHINESE.

With Special Reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.
Reprinted from the China Mail.
For Sale at the China Mail Office.
Price 1/6.

REWARD OF \$5,000.
OFFERED by the Undersigned for the Arrest and Conviction of any person or persons who are in the habit of Smuggling large Quantities of Opium into this Colony.
CHIN JOO HENG CO.,
OPIMUM FARMER.
Hongkong, June 19, 1905. 1179

ROYAL TOBACCO FACTORY.

9, BEACONSFIELD ARCADE.
HAVE always a FRESH SUPPLY of TURKISH TOBACCO. Our EGYPTIAN CIGARETTES are Fresh, as we make them every day. We can recommend them as First-class Smokes. We receive our Tobacco Fresh from Egypt by every mail. A Trial Order will satisfy the most sceptical. We defy competition.
T. E. P. SPYROPULOS, Proprietor.
Hongkong, February 15, 1905. 325

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS. COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS, APPLY TO THE MANAGER.

Hongkong, April 18, 1905.

LEE WING & CO.
28 & 29, LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN ALL SORTS OF COPPER, BRASS, STEEL

IRON WARE, &c. STEEL GIRDERS AND TEES. CORRUGATED IRON, PIG IRON, &c. Suitable for SHIPS, ENGINEERS AND HOUSE BUILDERS.

Hongkong, May 29, 1904. 1227

NIPPON LAUNDRY.
No. 52 and 53, PRAYA EAST.

ALL Work done in this Establishment is promptly executed. Neatness a Speciality. Ironing and Washing done by experienced Japanese. Prices Moderate.
G. MONTE, Proprietor.
Hongkong, February 13, 1905. 306

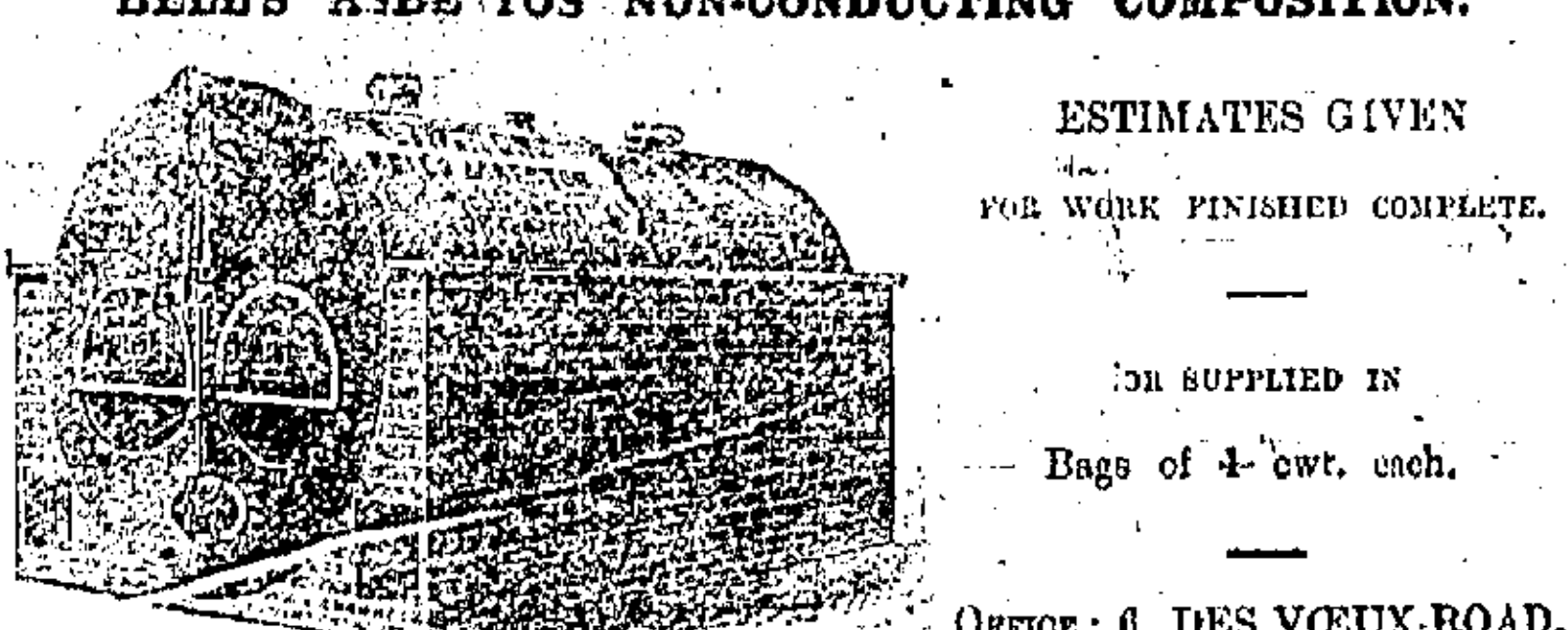
Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON.)

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.



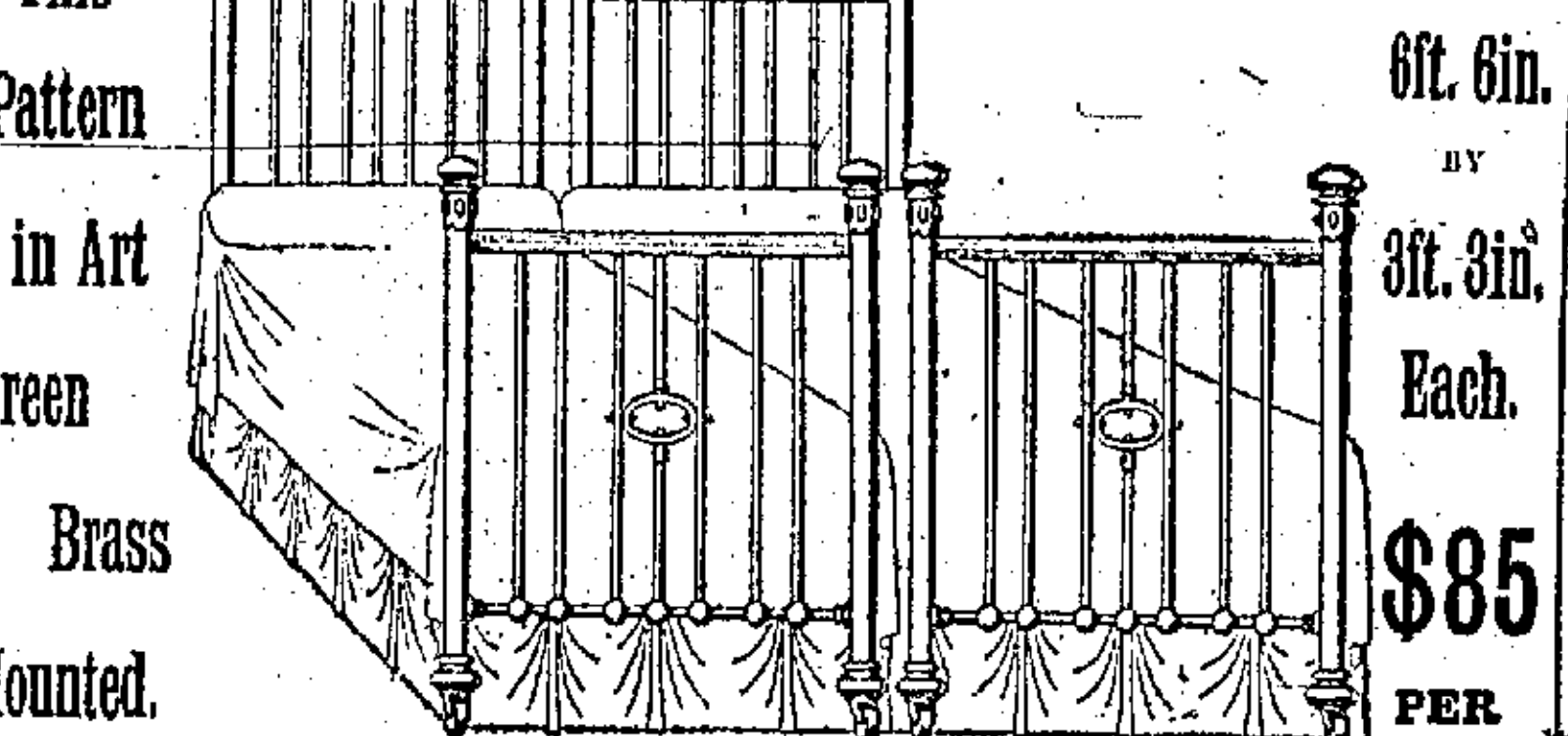
ESTIMATES GIVEN FOR WORK FINISHED COMPLETE. OR SUPPLIED IN Bags of 4-bwt. each.

Office: 6, DES VOEUX ROAD.

LANE CRAWFORD & CO.

TWIN BEDSTEADS

IN BRASS AND ENAMELLED ART COLOURS.



Size 6ft. 6in. 3ft. 3in. Each. \$85 PER PAIR.

LANE, CRAWFORD & CO.

The Peak Hotel.

ADMIRABLY SITUATED AT VICTORIA GAP. Adjoining the Tramway Terminus. 1,400 feet above sea level. Islands for forty miles.
A **FIRST CLASS FAMILY, RESIDENTIAL AND TOURIST'S HOTEL.**
Terms: From 12s. per day. TOWN OFFICE: 3, DUDDELL STREET.
Hongkong, March 27, 1905. CABLE ADDRESS: "PEAKHOTEL". 18

STAG HOTEL.

148, QUEEN'S ROAD CENTRAL. A **FIRST CLASS HOTEL**, MOST CENTRALLY SITUATED. WELL FURNISHED AND AIRY BEDROOMS. Monthly Boarders accommodated on very Moderate Terms. For Particulars, apply to **THE MANAGER.**
Hongkong, November 5, 1904. 1955

N. LAZARUS, 10, D'AGUIAR STREET, HONGKONG. OPTICIAN. EIGHT TESTED FREE LENSES GRIND ON THE PREMISES. **A. S. TUXFORD, Manager.**
Hongkong, October 1, 1904. 1797

CLARK'S STUDIO, 4, ICE HOUSE STREET. PORTRAITURE IN ALL STYLES. AMATEUR WORK A SPECIALITY.
Hongkong, October 5, 1904. 1812

D. NOMA, TATTOOER, 60, QUEEN'S ROAD CENTRAL. THE Public are informed that my Parlours are open from 9 a.m. till 9 p.m. My 32 years' experience in tattooing is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3700 Recommendations which I have received from all Sources.
Hongkong, August 2, 1904. 1419

GREGOR & CO., 34, QUEEN'S ROAD CENTRAL, 1ST FLOOR.

LIQUEURS

FROM **MARIE BRIZARD & ROGER, BORDEAUX.**

AWARDS: THE HIGHEST WHEREVER EXHIBITED.
Hongkong, July 12, 1905. 2110

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

Casks of 375 lbs. net, \$4.50 per Cask, ex Factory

\$2.70 per Bag, 250 lbs. net, ex Factory.

Shewan, Tomes & Co., GENERAL MANAGERS.

Hongkong, March 7, 1905. 2063

FAIRALL & CO.

SEASON'S NOVELTIES IN ALL DEPARTMENTS.

NEW CONSIGNMENT OF

CHILDREN'S SHOES & SANDALS.

DRESSMAKING A SPECIALITY.

22, QUEEN'S ROAD, OPPOSITE HONGKONG HOTEL.

Hongkong, May 20, 1905. 1095

HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES, Acting Manager.

THE CONNAUGHT HOTEL.

A **FIRST CLASS HOTEL**, SITUATED NEAR THE BANK AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES. Large and lofty Rooms elegantly furnished. Hot and Cold Water throughout. Special Rates for Tourists. Lunch Service for Guests.

For Terms, apply to **THE MANAGER.**

Hongkong, August 1, 1904. 1419

THOMAS' HOTEL.

A **FIRST CLASS HOTEL**, most centrally situated; Well Furnished and Airy Bedrooms. Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to **THE MANAGER.**

Hongkong, August 1, 1904. 1419

'NESTOR' SANITARY FLUID.

A CHEAP AND RELIABLE DISINFECTANT IN ONE GALLON AND FIVE GALLON TINS.

THE VICTORIA DISPENSARY, Queen's Road Central, Hongkong.

W. BREWER & CO. 23 and 25, QUEEN'S ROAD.

LEADING BOOKS.

Collin's Graphic English Dictionary; Illustrated with Numerous Engravings, and 16 Full Pages Coloured Plates. \$3.00

The Arabian Nights Entertainment. 1.50

Gulliver's Travels. 1.50

Esop's Fables; Fully Illustrated. 1.50

Grimm's Fairy Tales; Illustrated. 1.50

Pears' Cyclopaedia. 3.50

Chamber's Concise Gazetteer of the World. 6.50

Japan in Pictures, by Douglas Sladby. 2.50

The Pocket Atlas of the World. 1.50

Coral Reefs, by Darwin. 1.50

Brassley's Naval Annual, 1905. 15.00

Pictures of the Year, 1905. .80

Macao, by J. Dyer Ball. 1.50

Whittaker's Postage, 1905. 2.50

Collin's Gem Pocket Dictionary. .50

New Book of Views of Hongkong, Canton and Macao; 24 Views. 1.00

A Set of Post Cards, 28 for. 2.00

KUPPER'S PILSENER BEER.

The best PILSENER in the East; ask for Kupper, and see that you get it.

Telephone No. 75.

Caldbeck, Macgregor & Co., SOLE AGENTS, 15, QUEEN'S ROAD CENTRAL.

Hongkong, July 3, 1905. 2110

INSURANCE COMPANIES IN JAPAN.

Insurance companies on the European system were first organized about 1881 in Japan; but for some years subsequent thereto there were no regulations for the supervision of these companies. The Commercial Code which was promulgated in March, 1890, contained detailed provisions for the conduct and supervision of insurance business; but as that Code had to be revised before it could be brought into operation, the provisions in question never came into force in their original form. In March, 1899, was put into operation the present Commercial Code which, among other things, lays down the law respecting insurance contracts, and was followed in the ensuing year by the Insurance Business Law, which provides for the control and supervision of insurance companies. Insurance business, under this law, may be carried on either by a joint-stock company or on the mutual plan. In either case special permission is needed for business. The capital of a joint-stock insurance company and the fund of a mutual insurance company must not be less than yen 100,000, and a company of neither description is permitted to engage at the same time in any other business in addition to that of insurance. Special regulations were issued by Imperial Ordinance in 1900 for the supervision of foreign insurance companies so far as concerned their business in Japan. — *Financial and Economic Annual of Japan, 1905.*

JAPAN'S MINING LAWS.

Mining, now one of the most important industries in Japan, was in the first years of Meiji still in a very backward state. The Japanese Government, being anxious to promote the industry, itself owned several mines which were worked according to the most recent European methods; but they mostly proved financial failures, and to avoid further losses, a majority of them were after a time sold to private persons, in whose hands they prospered and brought about the general development of our mining industry.

The old Mining Regulations of 1890 are superseded by the Mining Law which will come into operation in July of the current year. The Minister of Agriculture is empowered by this law to permit, cancel or suspend the right of mining, permanent or trial. For purposes of administration of the mining industry, the whole country is divided into five districts, each under a mine inspection office. The area of a mining set must be, for collieries, not less than 50,000 *tsubo* (about 41 acres) and for other mines, not less than 5,000 *tsubo* (about 4 acres), nor exceed for mines of all kinds 600,000 *tsubo* (about 490 acres). Japanese subjects and juridical persons constituted conformably to the laws of the Empire may acquire mining rights. Mining rights are classed as real rights to which the provisions relative to immovable property are correspondingly applicable; and they are indivisible. They cannot be made subjects of rights other than those of succession, transfer, measures taken in consequence of non-payment of national taxes, and execution; but the right of permanent mining may become the object of a mortgage. The duration of a right of trial mining is two years from the date of the registration thereof.

In connection with this new Mining Law which was enacted in January last the Mining Mortgage Law, which enables holders of mining rights to create mining foundations with a view to the mortgage thereof. A mining foundation is formed with the following, which belong in connection with mining to the owner of a mining right:— (1) Mining right; (2) Land and works; (3) Superficies and right of use of land; (4) Right of hiring things, to which the latter thereof has given his consent; (5) Machines, instruments, vehicles, vessels, oxen, horses, and other appurtenances. — *Financial and Economic Annual of Japan, 1905.*

Dentistry.

SIEN TING,
Surgeon Dentist,
No. 14, D'ARVILLE STREET.
TERMS VERY MODERATE
Consultation Free.
Hongkong, April 24, 1900.

DR. HARRY FONG,

AMERICAN TRAINED DENTIST.
ELECTRICAL and Latest Improved Appliances.
51, QUEEN'S ROAD CENTRAL.
Hongkong, July 28, 1904.

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN,
37, DES VŒUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, July 28, 1904.

KWAN LEE SHEUNG, DENTIST.

(STUDENT OF DR. G. O. ROGERS),
TAI SAN STREET,
CANTON.
March 10, 1905.

THE OWL, GRILL & OYSTER ROOM.

COOKING done by a European Cook. ALL KINDS of LIQUOR served with Meals. Special Rates to Monthly Boarders.
No. 51, DES VŒUX ROAD CENTRAL.
Hongkong, March 14, 1905.

HOTEL METROPOLE.

THE FAVORITE AND POPULAR SUMMER RESORT.
UNDER ENTIRELY NEW MANAGEMENT.

SPLENDID ACCOMMODATION.—Only Leading Brands of Liquors kept. Everything sold true to name and label. Draught Beer drawn from the Wood. BILLIARDS AND OTHER SPORTS. PRIVATE DINNERS A SPECIALITY.

J. H. NEWBOLD, Proprietor.

Hongkong, April 1, 1905.

ESPECIAL OLD TOM GIN.

MARSHALL AND ELVY'S

SATINETTE

(REGISTERED)

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

DES VŒUX ROAD.

Hongkong, May 17, 1905.

MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamer sailings to Europe, America, Canada, and Australia. Const ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 28 or 30 days.

EUROPEAN MAIL.

DEP.	STEAMER.	DESTINATION.	MAIL DUE LONDON ABOUT.	DUE.
July 15	P. & O. Simla	London	Aug. 13	Aug. 20
July 19	O. M. M. Sadchen	Hamburg	Aug. 27	Sept. 3
July 23	P. & O. Chusan	London	Aug. 27	Sept. 3
Aug. 2	N. D. L. Scharnhorst	Bremen	Sept. 6	Sept. 13
Aug. 8	M. M. Tonkin	Marseilles	Sept. 10	Sept. 17
Aug. 12	P. & O. Prinz Heinrich	Hamburg	Sept. 10	Sept. 17
Aug. 16	G. M. S. Coruna	Hamburg	Sept. 10	Sept. 17

CANADIAN MAIL.

DEP.	STEAMER.	DESTINATION.	MAIL DUE LONDON.
1905			
Aug. 2	C.P.R. Express of China	Vancouver.	Aug. 17
Aug. 9	do.	do.	Aug. 24
Aug. 13	do.	Empress of India	Oct. 28
Sept. 13	do.	do.	Oct. 28
Sept. 20	do.	Empress of Japan	Oct. 26
Oct. 18	do.	Empress of China	Nov. 23
Nov. 1	do.	Athenian	do.
Nov. 15	do.	Empress of India	Dec. 21
Nov. 29	do.	Tartar	do.
Dec. 13	do.	Empress of Japan	Jan. 18

AMERICAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
1905			
July 18	P.M.S. Mongolia	San Francisco	Aug. 15
Aug. 11	P.M.S. China	do.	Sept. 25
Aug. 18	O. & O. Doric	do.	Sept. 25
Sept. 1	P.M.S. Manchuria	do.	Sept. 19
Sept. 12	O. & O. Korea	do.	Oct. 10
Sept. 26	P.M.S. Siberia	do.	Oct. 24

AUSTRALIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
1905			
July 14	C. N. Chingtu	Sydney.	Aug. 6
Aug. 2	C. N. Taiguan	do.	Aug. 25
Aug. 9	E. & A. Empiro	do.	Aug. 30
Aug. 14	C. N. Taiman	do.	Sept. 6
Sept. 6	E. & A. Eastern	do.	Sept. 27
Sept. 10	C. N. Changsha	do.	Oct. 13

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, on

THURSDAY.

the 13th July, 1905, at 11 A.M., at their SALES ROOMS, No. 8, DES VŒUX ROAD, Corner of Ice House Street, — SUNDAY HOUSEHOLD FURNITURE, ELECTRIC POCKET LAMPS and BATTERIES, PICTURES, PHOTOGRAPH CAMERAS and APPARATUS, JAPANESE CUTLERY, RICKSHAS, CLOCKS, &c., &c., &c.

One GURLEY LIGHT MOUNTAIN TRAM with SOLAR ATTACHMENT and TRIPOL, 3 SEXTANTS, One AMERICAN SAFE by NEW YORK EXPORT & IMPORT CO., One MANDOLIN and One Electric Fan.

Terms:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, July 11, 1905.

PUBLIC AUCTION.

THE Undersigned has received instructions from M. F. GIBSON, Esq., to Sell by Public Auction, on

MONDAY,

the 17th July, 1905, at 11 A.M., No. 3, Wing Wo Chan, MONKOR, — ABOUT 300 LOGS HARDWOOD.

Terms:—Cash on delivery. For further particulars, apply to

GEO. P. LAMBERT, Auctioneer.

Hongkong, June 29, 1905.

PUBLIC AUCTION.

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

ACTION No. 135 of 1905.

To be Sold by Public Auction by Order of The Supreme Court of Hongkong, VALUABLE LEASEHOLD PROPERTY

Situate at KOWLOON, in the Colony of Hongkong,

FRIDAY,

the 14th day of July, 1905, at 3 o'clock in the afternoon, at Messrs HUGHES and HUGHES'S SALES ROOMS, DES VŒUX ROAD CENTRAL, —

All that piece or parcel of ground registered in the Land Office as HUNGKONG INLAND LOT No. 249 together with the building thereon known as No. 74, DES VŒUX ROAD, HUNGKONG, abutting on the North side thereof on Crown Land and measuring thereon 15 feet; on the South side thereof on Hunghom Road and measuring thereon 15 feet; on the East side thereof on Hunghom Inland Lot No. 224 and measuring thereon 50 feet; and on the West side thereof on Hunghom Inland Lot No. 248 and measuring thereon 50 feet; and which said piece or parcel of ground contains in the whole 350 square feet and is delineated on the plan attached to the petition, and the plot and is coloured red the residue of the term of 75 years from the 19th day of December, 1892, granted by a Crown Lease dated the 3rd day of June, 1902. Annual Crown Rent \$7.00.

For further particulars and conditions of Sale, apply to Messrs JOHNSON, STOKES and MASTER, Solicitors for the Plaintiffs in the above action, or to Messrs HUGHES & HOUGH, Auctioneers.

Dated the 28th day of June, 1905.

FOR CANTON.

THE new and fast Twin-Screw Steamer **SAN CHEUNG**, 951 Tons, Captain J. McGINTY, will leave for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, Electric Light, and wireless machine. Wharf at Hongkong near Harbour Office. First-class Fare, \$3 each way. Second-class, \$1.00 each way. Meals, \$1 each. Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD., No. 138, Connaught Road Central.

Hongkong, April 1, 1905.

STEAM TO CANTON.

THE new Twin Screw Steel Steamer, **KWONG TUNG**, 1,309 tons, Captain J. P. MARTIN, will leave HONGKONG for CANTON at 9 Every Evening (Saturday excepted). Leave CANTON for HONGKONG about 5.30 o'clock Every Evening (Sunday excepted).

These two new Steamers have excellent accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First-class Cabins.

Passage Fare—Single Journey, \$4.00. Meals, \$1.00 each. The Company's Wharf at distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., AND YUEN ON S.S. CO., LD., No. 8, QUEEN'S ROAD WEST.

Hongkong, June 28, 1905.

HONGKONG-MACAO LINE.

S. S. "LIVING CHAI," CAPTAIN T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on SUNDAYS at 8.30 A.M. Departs from Macao on Week Days about 2.30 P.M., and on Sundays at 5.30 P.M.

Fares:—Week Days 1st Class, including cabin and servant, Single \$3, Return Ticket \$5. 2nd class \$1. 3rd Class 50 Cents. Every Sunday there will be an excursion, at the following rates: 1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 50 Cents, Return 60 Cents, Steerage 10 Cents.

Any Meals can be supplied on Board at a charge of \$1.00 per Meal. On Sundays, Passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First-class Passengers who do not care to return on the excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler Cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day. The Ship is lit throughout by Electricity.

The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG COY., 81, QUEEN'S ROAD CENTRAL.

Hongkong, June 1, 1905.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported as
Albion	despatch-vessel	1790	12	3000	Comdr. Richard M. Harbord	Wellington
Albatross	cruiser, 1st class	1050	8	1400	Reserve	Hongkong
Andromeda	torpedo boat destroyer	11,000	18	16,500	Capt. R. N. Ommannoy	Wellington
Arcturion	cruiser, 2nd class	4380	10	7000	Lt.-Comdr. R. Henniker-Heaton	Wellington
Bonaventure	cruiser, 2nd class	4380	10	9000	Captain L. G. Taroll	Shanghai
Bramble	gunboat, 1st class	710	6	1300	Capt. H. H. Torlesse	Wellington
Britannia	gunboat, 1st class	710	6	1300	Reserve	Hongkong
Cherub	ship	1070	6	1400	Comdr. Luard	Hongkong
Clio	water tank and tug	390	—	300	—	Yongtze
Dea	ship	1070	6	1400	Comdr. H. D. Wilkin, D.S.O.	Hongkong
Diadem	torpedo boat destroyer	550	6	7000	Lt.-Comdr. H. E. Sullivan, R.N.	Poohow
Erne	cruiser, 1st class	11,000	18	16,500	Capt. H. W. Savory, R.N.	Wellington
Ettrich	torpedo boat destroyer	550	6	7000	Lt.-Comdr. R. H. Bather	Wellington
Evo	torpedo boat destroyer	550	6	7000	Lt.-Comdr. Comdr. Lewin	Wellington
Fame	torpedo boat destroyer	550	6	7000	Lt.-Comdr. Comdr. A. R. Everett	Wellington
Gloria	battleship, 1st class	12,950	16	13,500	Lt.-Comdr. Stevenson	Wellington
Handy	torpedo boat destroyer	275	6	4000	Captain Hon. Walter G. Stopford	Wellington
Hart	torpedo boat destroyer	275	6	4000	Lt.-Comdr. J. May	Wellington
Hecle	Special Torpedo-vessel	4400	14	2450	Capt. E. F. B. Charlton	Hongkong
Hogue	cruiser, 1st class	12,000	14	2450	Captain W. B. Faulkner	Wellington
Iphigenia	cruiser, 2nd class	3800	8	9000	Lt.-Comdr. G. S. Seymour	Hongkong
Ichen	torpedo boat destroyer	550	6	7000	Lt.-Comdr. W. H. Darwall	Wellington
Janus	torpedo boat destroyer	280	6	3200	Lt.-Comdr. E. V. B. Dagmar	Hongkong
Kinsh	river gunboat	614	4	1200	Lt.-Comdr. F. B. Noble	Wellington
Moore	river gunboat	180	2	800	Lt.-Comdr. J. Kiddie	Wellington
Phosphor	torpedo boat destroyer	350	6	6300	Reserve	Hongkong
Ramblin	ship	1015	6	1400	Comdr. C. E. Moore	Wellington
Rosale	Surveying-vessel	855	6	650	Lt.-Com. R. E. Vaughan	Wellington
Robin	river gunboat	85	2	240	Reserve	Hongkong
Sandpiper	river gunboat	85	2	240	Lt.-Com. H. T. Attie	Wellington
Silas	cruiser, 2nd class	3800	8	9000	Capt. O. H. H. Moore	Hongkong
Scipio	cruiser, 1st class	12,000	14	2450	Lt.-Comdr. Davidson	Wellington
Sulu	torpedo boat destroyer	250	6	6500	Captain Wm. L. Grant	Hongkong
Taku	receiving ship	450	6	6500	Reserve	Hongkong
Tamar	river gunboat	180	2	800	Commodore Diakon	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. E. Lecrota	Wellington
Virago	torpedo boat destroyer	550	6	6300	Lt.-Comdr. A. Gregory	Wellington
Waterwitch	surveying ship	824	—	450	Comdr. R. W. Glennie	Wellington
Whiting	torpedo boat destroyer	350	6	6300	Lt.-Com. C. E. L. Thomas	Wellington
Woodcock	river gunboat	150	2	500	Lt.-Com. C. W. Wrightson	Wellington
Woodlark	river gunboat	150	2	500	Lt.-Com. Jno. P. Keer	Wellington

* Flag of Vice-Admiral Sir Gerard H. Noel, Commander-in-Chief.

* Ships marked thus should not be shown.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Kaiserin Elisabeth	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grunenberg	Singapore
Acheron	French armoured gunboat	1786	10	1700	Comdr. Muhlmann	Shanghai
Alouette	French gunboat	300	7	400	Lieut. A. Varney	Shanghai
Argus	French gunboat	123	3	500	Lieut. Crespin	Hongkong
Apic	French gunboat	475	3	450	Lieut. Journot	Shanghai
Avalanche	French gunboat	140	5	400		Hainan
Begonia	French gunboat	580	6	400		Sigon
Begonia	French cruiser	3740	28	9000	Capt. Lefevre	Sigon
Cassiope	French gunboat	140	5	150		Sigon
*Chateaufort	French cruiser	8018	18	17,000	Captain V. Poldine	Sigon
Comete	French gunboat	525	4	433	Commander Loeul	Sigon
Decidue	French gunboat	650	10	800	Commander L'Est	Hainan
D'Alema	French gunboat	4000	31	9500		Sigon
Eaton	French gunboat	350	7	303		Hainan
Exochord	French destroyer	350	7	303	Lieut. Jehanne	Hainan
Gaillard	French cruiser	9378	33	20,200		Shanghai
Henri Riviere	French gunboat	307	7	300	Lieut. Comdr. Beaumont	Shanghai
Kersaint	French destroyer	1250	6	2200	Commander L. G. Goulet	Shanghai
*Montcalm	French gunboat	8703	12	19,600	Captain Croc	Hainan
Mosquit	French torpedo-boat	350	7	300	Lieut. de Van Pra	Along Bay
Oiry	French gunboat	4015	27	8500	Capt. Houss	Yamaguchi
Pascal	French gunboat	350	7	300	Comdr. Sennas	Hongkong
Pistolet	French torpedo-boat	9437	8	6071	Lieut. de Woerth	Hainan
Redoutable	French cruiser	1798	10	1700	Capt. Vincent	Sigon
Sully	French cruiser	8868	—	20,000	Captain Guibert	Along Bay
Surprise	French gunboat	625	2	800	Lieut. Holger	Shanghai
Taklung	French gunboat	6150	23	4560	Captain Plonca	Along Bay
Vauban	French gunboat	123	7	600	Lieut. Can	Canton
Vigilante	German flag-ship	11,000	36	14,000	Captain Provo	Tsingtau
Furst Bismarck	German cruiser	1776	15	2660	Comdr. von Stundin	Singapore
Leier	German cruiser	8230	34	10,000	Capt. Weber	Tsingtau
Manana	German cruiser	6500	37	10,000	Capt. Baron Schlimmelmann	Singapore
Mercha	German gunboat	1000	10	1300	Comdr. Baron von M. Hülsemann	Shanghai
Mercha	German gunboat	900	10	1300	Comdr. Kloebe	Nanking
Agaur	German gunboat	850	19	1344	Comdr. Kroenke	Hankow
Gowa	German gunboat	1009	8	875	Comdr. von Grambow	Manila
Wend	German cruiser	1040	15	2300	Comdr. Forst	Tsingtau
Wend	German cruiser	2609	24	8000	Captain Yot	Shanghai
Wend	German gunboat	900	10	1300	Captain Delahalle	Along Bay
Wend	German gunboat	170	5	1300	Comdr. Giebler	Canton
Wend	German gunboat	—	3	500	Lieut. Schaf	Shanghai
Elba	Italian cruiser	2300	10	7471	Captain Borea Ricci	Shanghai
Marco Polo	Italian cruiser	3900	—	—	Captain Presbitero	Shanghai
Puglia	Italian cruiser	2498	29	7090	Capt. Pescetto	Shanghai
Adamastor	Portuguese cruiser	1980	14	4000	Captain d'Antas Ribeiro	Macao
Du	Portuguese gunboat	720	—	—	Captain Coutinho	Macao
Vasco da Gama	Portuguese cruiser	3315	20	6000	Capt. Manoel Vasco do Carvalho	
Albany	U. S. cruiser	3769	23	7500	Capt. Dyer	Cavite
Annapolis	U. S. gunboat	1000	12	1327	Capt. Rohrer	Shanghai
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Capt. Woodward	Manila
Baltimore	U. S. cruiser	4630	—	—	Capt. Sargant	Manila
Barry	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Canton
Beaumont	U. S. gunboat	208	10	600	Lieut. Diamaker	Manila
Chauncey	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. P. Jessop	Manila
Cincinnati	U. S. cruiser	3213	19	7500	Comdr. Hugo Osterhaus	Woonang
Dale	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Gannell	Manila
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Lieut. A. W. Knox	Shanghai
Decatur	U. S. gunboat	560	12	6000	Comdr. J. F. Hogg	Manila
Elcano	U. S. gunboat	1320	3	1888	Comdr. J. S. Sayre	Shanghai
Helena	U. S. gunboat	800	6	3000	Captain Mahan	Shanghai
Monmouth	U. S. monitor	2684	4	5244	Comdr. J. E. Milhen	Cavite
Monmouth	U. S. monitor	3487	20	7500	Comdr. G. B. Harbo	Manila
New Orleans	U. S. cruiser	10,288	45	11,111	Captain Burwell	Manila
Oregon	U. S. gunboat	201	3	250	Ensign J. E. Bass	Cavite
Pampanga	U. S. gunboat	201	3	250	Capt. Bennett	Cavite
Paragua	U. S. gunboat	4000	14	—	Capt. Cavise	Manila
Rainbow	U. S. cruiser	3213	18	7500	Comdr. Marshall	Shanghai
Raleigh	U. S. cruiser	4098	27	9913	Captain Verry	Manila
San Francisco	U. S. cruiser	1000	13	1116	Commander Marshall	Shanghai
Vicksburg	U. S. gunboat	347	3	800	Lieut. H. A. Wiley	Shanghai
Villalobos	U. S. gunboat	1357	8	1894	Commander A. W. Dodd	Shanghai
Wilmington	U. S. flag-ship	12,000	50	12,909	Captain Glover	Manila

BY TELEGRAPH.

[CHINA MAIL EXCLUSIVE SERVICE]
[SUPPLIED BY REUTER VIA HONGKONG]
[Received on July 11 at 4.5 p.m.]

ENGLAND AND FRANCE.

THE BRITISH FLEET AT BREST.

THE FRENCH FLEET DELIGHTED.

Huge Programme of Festivities.

LONDON, July 11.

The British fleet has arrived at Brest, and has met with an enthusiastic reception.

The rejoicings are on a very large scale and promise to constitute a record in International Naval cortisies.

The programme of the official and unofficial festivities is so immense that scarcely an hour during the whole week is unaccounted for.

Evidence is apparent on all sides that the present visit is the most popular one ever made to France by any Navy.

[REUTER'S SERVICE.]

A REMARKABLE DEMONSTRATION.

LONDON, July 10.

The British fleet arrived at Brest yesterday and there was a remarkable demonstration of welcome from immense crowds both afloat and ashore.

FRENCH SOCIALISTS.

A Conciliatory Lecture.

A lecture by the French socialist Deputy Jaures, upon the international duties of socialists in reference to war, which the German Government had forbidden to be delivered in Berlin, has now been published textually in Berlin, in the socialist organ *Vorwarts*; its tone is moderate, and most friendly to Germany, it expresses notable warmth in reference to the Anglo-French entente, and declares that "we will resist with our last breath any attempt to entangle us in an action hostile to Great Britain."

PRINCE ARISUGAWA'S DEPARTURE FROM LONDON.

LONDON, July 10.

Prince and Princess Arisugawa have proceeded to Portsmouth where they will be the guests of the Commander in Chief until tomorrow, when they will embark on the "Preston" bound for Yokohama. Their Highnesses drove in the Royal carriage to Victoria and were lustily cheered en route. The Duke of Connaught, Lord Lansdowne, Admiral Fisher, the Legation, and the Japanese colony were at the station to bid farewell. Viscount Hayashi accompanied their Highnesses to Portsmouth.

THE PEACE CONFERENCE.

To Meet at Portsmouth.

The Japanese and Russian plenipotentiaries will meet at Portsmouth, New Hampshire.

China Desires to Participate.

It is reported from Washington that President Roosevelt has submitted to the belligerents, a request from China for participation in the Peace Conference; it is not known whether replies have been received, but it can be stated that Russia is favourable and Japan unfavourable to the request, and it is not likely that President Roosevelt will press it.

CONSCRIPTION FOR GREAT BRITAIN.

The Subject Again Raised.

During a debate in the House of Lords on National Defence, Mr Balfour's statement of the 10th May was severely criticised; Lord Roberts said that the lessons of the South African war were already forgotten and he had no hesitation in saying that the army was as absolutely unfitted and unprepared for war now, as it was then; the nation must choose between conscription and universal training.

STEARNS' HEADACHE CURE.

Can be obtained from all dispensaries (quickly by post). Never be without the Genuine.

Be Firm.

When you ask for a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy, do not allow the dealer to sell you a substitute. Be firm in your conviction that there is nothing so good. This medicine has been tested in the most severe and dangerous cases of colic, cholera, and diarrhoea, and has never been known to fail. For sale by All Dealers; WATKINS & CO., Ltd., General Agents.

THE 'TRAVANCORE' CASE.

THE DECISION OF THE COURT.

Captain's Certificate Suspended.

The inquiry into the circumstances surrounding the stranding of the sailing ship "Travancore" (Captain W. C. Chamberlain) and into the charges made by the crew against the Captain, was concluded after we went to press yesterday.

The Court consisted of the Hon. Captain L. A. W. Barnes-Lawrence, R.N. (President), Lieut. C. K. McCallum (H.M.S. "Tamar"), Captain Lybus ("Empress of Japan"), Captain St. John George ("Macquarie") and Captain Robt ("Harping").

Mr G. D. Wilkinson (of Messrs Wilkinson and Grist) appeared on behalf of Captain Chamberlain; Mr John Hays (of Messrs Johnson, Stokes and Master) represented the owners; but the crew were not represented by a solicitor.

The witness, Wyllie, continued his evidence.

M. Byrne—Have you ever seen me drunk?

Wyllie—I have seen you take drink. Byrne—You never have in your natural life seen me take drink. Did you ever see the captain drunk?—No.

Did you not go off on May 30 and on your return forward say that there were no letters and that the captain was "as full as an egg"?—No.

Byrne (to captain)—Have you ever seen the mate drunk?—No.

Byrne (to mate)—Have you ever seen the captain drunk?—No.

Mr Wilkinson then addressed the court on behalf of the captain. He submitted that no evidence had been adduced on which any reliability could be placed, or which the Court could believe in order to find the captain guilty of misconduct or culpable negligence. The accusation of cowardice made by the captain against the crew would make the latter both to continue the voyage. They had signed articles and could not get their discharges, therefore, it occurred to him the charge was laid by the crew with the object of accomplishing their ends. If the whole truth of the matter was made known it is very possible it would be found that it was the misconduct of the crew themselves, which caused the stranding of the vessel—his misconduct in not obeying orders. He did not suggest there was any attempt made to pile the ship up, but there was good evidence that the men did not work as usual that morning and when the ship missed stays they did nothing whatever to assist in wearing the ship round. He considered the captain was justified in thinking the ship would go about—no never had any trouble before. Mr Wilkinson then referred to the evidence regarding the mate's alleged proposal to scuttle the ship, which he referred to as "ridiculous, infamous and absurd allegations." He concluded by asking the Court "in view of the whole circumstances—to find that the captain had done his duty and that the charges of misconduct were without foundation."

Mr Hays also addressed the Court. "The chief mate was called and asked if he desired to say anything in defence of himself. He denied the charges made against him, saying that the first he had heard of them was when the "Travancore" was in dock. The Court was then closed and after an hour's deliberation was opened again.

Finding.

The President said—We find that the British ship "Travancore," official number 99,763, of Greenock, of which W. C. Chamberlain is master, and of which J. T. Roberts is chief mate, left Hongkong on May 31, 1905, bound for Port Angeles. The "Travancore" is a sailing ship of 1,878 net registered tons and was in ballast when she put to sea. That about 8 a.m. on the following day the ship stranded on Fokai Point, was about for about three quarters of an hour on the evening of June 2, and again taking the ground remained there until 7.45 a.m. on June 3, when she was towed off by the steam tug "Robert Cook."

It appears from the evidence that when the master came on deck at 7.10 a.m. on June 1, the position of the ship in respect to Fokai Point allowed him the alternative of weathering the Point by continuing on the same tack, or to put about. He decided on the latter course, and that it should be carried into effect later on. The master then retired into his cabin and, after the two reports of collision, during which time the vessel was under tow by the officer of the watch representing the necessity to go about if the intention was persevered in—he came on deck too late to admit of the manoeuvre which he attempted to be safely carried out, and in consequence the ship stranded. Having fully considered the evidence, the Court is of opinion that the "Travancore" was not navigated with sufficient and reasonable care; that the master was absent from deck when the safety of the ship required his personal supervision; that the casualty was caused by mismanagement on his part and, that he displayed a lack of intelligence in the efforts he afterwards made to save the ship. The material damage to the ship was due to the above mentioned causes, which they are of opinion amount to a wrongful act or default on the part of the master, and they therefore direct that his certificate be suspended for a period of nine months from this date. The Court further directs that a first mate's certificate be issued following the period of suspension if the master so desires.

The Court is further of opinion that the chief mate was also to blame in respect to the management of the ship immediately prior to her stranding, and in the lack of effort he displayed in afterwards trying to float her, which they are of opinion amounts to a wrongful act or default on the part of the chief mate, and they, therefore, direct that the master's certificate held by him be suspended for a period of three months from this date.

The Court learns from the evidence, with regret, that after the ship stranded, the crew generally appear to have taken an undue advantage of the position the master was placed in, by consulting their own safety rather than that of the ship, and that their behaviour as a whole left a good deal to be desired. The Court therefore directs that the members of the crew who brought the charges against the master and first mate bear the costs of this investigation so far as they relate to the Court.

The Court also learns from the evidence, with surprise, that the master was expected by the ship's owners to provide the chief mate on behalf of the vessel at his own expense.

THE WAR.

NAVAL LETTERS OF APPRECIATION.

The following are the vessels on which letters of appreciation (kajiki) were recently conferred by Admiral Togo in recognition of their services during the naval battle in the sea of Japan:—

Converted Cruiser "Shinano Maru"—She was on guard for days and nights during May, watching for the approach of the enemy's squadron, which she discovered at dawn on the 27th.

Warship "Izumi"—She kept in touch with the enemy's fleet from early on the morning of the 27th, and in spite of the first directed against her she watched the enemy and covered the army transport, meanwhile furnishing our fleet with minute reports on the enemy's disposition.

Warship "Chihaya"—She delivered several gallant attacks against the enemy's fleet, discharging her torpedoes effectively, the attack on the "Kia Suvaroff" being successfully carried out in face of a galling fire from other hostile vessels.

Fifth Destroyer Flotilla.—This flotilla delivered a torpedo attack on the "Kia Suvaroff" in broad daylight on the 27th and afterwards participated in the night attack. On the 28th, the "Shinano" captured the "Admiral Kinkaido," and in co-operation with the torpedo boat No. 63, sank the enemy's destroyer "Gromky" off Ulsan. The "Murakumo" co-operating with the "Nittaka" sank the enemy's destroyer "Byotri."

Fourth Destroyer Flotilla.—This flotilla also attacked the "Kia Suvaroff" during daylight on the 27th and engaged and sank the "Nagami" on the morning of the 28th. Torpedo-boat Flotilla No. 11.—At dusk on the 27th this flotilla attacked the "Kia Suvaroff" and torpedoed and sank her.

Torpedo-boat Flotillas Nos. 1, 17, and 18.—These flotillas delivered fierce torpedo attacks on the enemy's fleet, in spite of severe losses, during the night of the 27th, and completely scattered the enemy's vessels.

Torpedo-boat Flotillas Nos. 9 and 10.—These flotillas also skillfully attacked the enemy's fleet on the night of the 27th and completely dispersed the hostile vessels.

Destroyers "Sazanami" and "Kagero".—On the 28th these destroyers engaged two of the enemy's destroyers and captured one of them, taking prisoner the Commander in Chief of the enemy's fleet, the Japan Times.

DEPARTURE OF MR W. B. DIXON.

By the "Empress of Japan" which sailed for Vancouver to-day, Mr W. B. Dixon, Chief Manager of the Hongkong and Whampoa Dock Company, left Hongkong on route for England, and ere they departed they were the recipients of many floral tributes and hearty wishes from a host of friends who assembled on board the steamer to wish them farewell. Mr Dixon goes home on leave after four years of hard work as Chief Manager of the Hongkong and Whampoa Dock Company. During that period the big engineering firm has progressed and prospered, and has had the honour of turning out work that before would not have been attempted. Practically Mr Dixon demonstrated to the Directors the capabilities of the Dock in turning out new work, and as a result we have seen the fine river steamer "Kinsan" and "Kienlin" the yachtlike surveying vessel "Fathomer," and other craft built and launched in a narrow berth of the best yards of the home-land. Many people questioned the possibility of completing such steamers satisfactorily, but we understand that the owners of these boats already built here have determined to put further orders in the hands of the Docks when ships are required. Apart from this actual outlay of the Docks, much improvement has been made in the yards by Mr Dixon, and facilities for the rapid performance of orders in the shape of new and improved machinery have been increased, with the result that the Docks, as they now stand, rank amongst the most important this side of Suez. The recent work done on the men-of-war elicited a tribute from London papers and experts which is not to be ignored, and this reflects favourably on Mr Dixon. Mr Dixon made many friends in Hongkong, and prior to his departure was privately entertained, his wishing no public functions. On board the steamer to-day a number of residents, engineers, and leading men from the Docks were present to wish him bon voyage. Toasts were drunk in champagne and happy words were spoken. Mr Dixon thanking all present for their kind references to himself and family, especially so far as they concerned Mrs. Dixon, who is in very delicate health. Mr W. Wilson (superintendent engineer) acts as chief manager.

The China Squadron.

Besides the recall of the battleships "Canopus" and "Goliath," which had reached Colombo en route for the China Station, where they were to have relieved the "Ocean" and "Conqueror," it is reported that the whole of the battleships at present on the China Station is to be immediately withdrawn. The ships are the "Albatross," "Centurion," "Glorious," "Ocean" and "Vengeance." Great Britain will be represented in the Far East by the five heavy cruisers "Diadem," "Andromeda," "Hogue," "Sutley," and "Bonaventure," a number of river gunboats, and 14 torpedo-boat destroyers. The reason given why the ships will be recalled is that since the armistice of the Russian fleet the balance of power has entirely changed in the East, and there is no need for Great Britain, for some time as all events, to maintain so large a naval force when the allies of other countries are only represented by a few ships.—L. and O. Express.

By 13 votes to three the Newfoundland Legislative Council passed a bill excluding American fishermen from the right of fishing for or purchasing bait in Newfoundland waters.

GOSSIP FROM SHANGHAI.

[BY THE NONENTITY.]

SHANGHAI, July 5.

Again this week it is necessary to refer to the "Samson" case in order to mention the final award settled on points of law, and which practically ended satisfactorily for both parties. It was found that while Baron Ward was not within his rights in reselling the "Samson" while she was the property of M. Pavlov, he was entitled to a certain sum, not specified, for services he had rendered and payments made both as regards the "Edendale" and the "Samson." This proviso makes us wonder whether we have heard quite the last of it, because out of the £10,000 awarded M. Pavlov, is to be deducted the amount due to Baron Ward, and we can imagine plaintiff and defendant will hardly agree amicably as to the sum, unless, indeed, M. Pavlov is rather tired of the searching light of publicity. Both parties were ordered to pay their own costs, so looking at things from all points of view, the lawyers alone would appear to have benefited, and M. Pavlov must regret he did not stick to the bargain he made in the first instance. I suppose the gentleman would consider it impertinent to enquire whether he in his private capacity or the Russian Government will settle this matter of costs.

Shipping circles prophesy very bad times for Shanghai, and, unfortunately, it appears as if their fears must be realised. The influx of cargo into the Settlement is enormous and this sounds prosperous enough, but it is simply rats in the various godowns and has done so for many long months. Owing to the present war, it has been found impossible to reship it to its ultimate destination, and so it stagnates here, filling up every corner of space, as is clearly demonstrated by the advertisement of Messrs. Pearson, Daniel & Co., who state that owing to the congested condition of public godowns, the cargo arriving by the "Mongolia" will have to be landed at the Yang-Ka-Du Wharves at Pootung. It has been argued that wharf-owners are making huge profits, but this is a delusion. True, the shippers will have to pay very heavy storage accounts, but the wharf companies do not gain so much for storing one cargo for a long time as they would for storing two a while. Besides, it is altogether a false position, and if relief does not soon come many a small trader must go under and with him firms engaged in trading on a much larger scale. Shanghai is blocking with cargo, fresh supplies come in daily, and scarcely any are sent off. How it is likely to end, no one can say, but it is likely to end in the enormous surplus.

Ladies are in a whirl of delighted anticipation, so are the men, at least the married men, because they will be able to resume on their fall. We are going to our annual Margate and Newport races, and the cool waves, no that is not quite right, because waves do not enter the tranquility of a swimming bath. The Swimming Club very shortly to be opened will only be eligible to members of the Rowing Club and then their numbers will have to be restricted. On paying the small additional subscription of 5s. members of the Swimming Club will gain permission for their wives and families to attend the Baths every morning between nine and eleven, but more than that they will be allowed to accompany their spouses twice a week in order to guide their efforts to become champion swimmers. Enterprising drapers would do well at the present time to import some smart Boulogne bathing costumes to give the requisite tone to these "family" gatherings about which there has been a goodly amount of speculation. Report has it that matrimony will become the fashion so as to gain the necessary admittance to these bi-weekly meetings.

The festivities in connection with Independence Day were somewhat curtailed by the sad death of Mr. John Hay, at least the official celebrations were put in the background. However, Americans had no intention of foregoing that license of freedom with which they regard their national day. They entered into the spirit of the occasion according to the best traditions of Shanghai. Boat races were engaged in between teams chosen from the various U.S. boats, but we had an amused suspicion it was one good way of keeping the men in comparative order.

Auctioneers are in despair. Sales of piece goods and such like things, interesting only to men, continue brisk as ever, but the real customers, the people who give auctioneers an excuse for their existence—ladies—are showing distinct signs of flagging. Auction rooms will become very hot and spaces for sitting accommodation for everyone, so they preferred to remain at home and do nothing rather than face certain discomfort. Household furniture is given a rest for a time, and fair creatures were tempted out of their seclusion by announcements of grand sales of military and such like discrepancies. The bait was eagerly nibbled at for the first time, but the mistake was made of too quickly following up the novelty and once again womenfolk rest all day so that they can play tennis in the cool of the evening. Now comes the final allotment. If they condescend to attend and help the auctioneer in what he is pleased to call his wretched struggle for a livelihood (an opinion not shared by others) they are to have tempting tea provided for them, so that they may discuss their beloved gossip with their dearest friends and family by the side of the table.

The trial of Mr. Godfrey Hirt on the charge of killing Mr. Chi Sing has created a feeling of distaste at the senseless brutality which is far too often meted out to Chinese crews by officers in charge. Accused of holding the responsible position of Chief Officer on the S.S. "Wanchow" and as his Lordship in summing up remarked "people in authority must be taught that when in charge of natives of this country, or of other who are not on the same social level as themselves, they must be careful in the way they deal with them." If we were to believe the evidence of the Chinese witnesses, the judgment must have been murder, but fortunately it was conclusively

proved it was a case of suicide. The man had been insubordinate and when ordered on a different watch refused compliance and eventually a struggle took place between him and the Chief Officer, the result being that the Chief Officer, who was not only drawing a knife but actually catching hold of Mr. Hirt in a mad endeavour to throw him overboard. He was then handcuffed and tied by his queue to a stanchion, and the Chief Officer's principal fault is to be found that in this hopeless condition he continued to hit the man until blood poured from his nose, mouth, and as some allege, from his ears. It was wanton and inexcusable brutality. On releasing Mr. Chi Sing to ring the 4.30 bell, some of the Chinese crew made a remark to the deceased on his return to the bridge, to which he made some reply. The supposition is they chaffed him at the treatment meted out to him, and rather than lose face, he put his hand on the rail and without warning of any kind threw himself head first overboard. The Chief Officer immediately had a boat lowered and himself went out to try and pick up the man, but without success. The punishment of three months with hard labour is very severe, but not too severe considering the effect the case will have on the future behaviour of officers towards their crew.

BY WHARF AND WAVE.

H. M. S. "Sirius" leaves for Home to-morrow.

The British steamer "Grosmont," 2,840 tons, has been sold to Japanese.

The Portuguese cruiser "Adamastor" left Singapore for Lisbon on July 5.

The Russian steamer "Sungari," which was supposed to be hopelessly destroyed at Chemulpo, is now in the Japanese service, renamed the "Shoko Maru."

A very valuable consignment of arms and ammunition which reached the Dutch East Indies, but which was not delivered on board Rozhdostvinsky's vessels, is being sent home at once.

The s.s. "Cheong Choo," which stranded on a mud bank at Tanjong Boles, was towed off on July 1. She had sunk eight feet deep into the mud. The Straits Times understands an inquiry into the cause of her stranding will be held.

A telegram from London, July 4, states that the Russian cruiser "Rion" landed at Aden 610 survivors from the French steamer "Chodoe" from Saigon and Colombo, which has been wrecked at Cape Guardafui. A few lives were lost.

War risks rates on cargoes to Japan have fallen to a point which only represents the danger from floating mines. Still, there are a number of volunteers fleet boats about the China Sea, and it is possible if they make for home that there may be trouble to shipping on the way.—L. and O. Express, June 9.

Like the converted Japanese, the appearance of the German steamer "Asahan" in the Malacca Straits (Lat 2.17 N., Long. 105.3 E.) apparently the same vessel was sighted by the s.s. "Umta" in Lat. 2.46 N., Long. 107.7 E. on the same day.

The "Benlawers," a large steamer for the "Ben" line of Messrs. J. H. Thomson and Co., Ltd., was launched on June 3 at Sunderland by Messrs. Bartram and Sons. The vessel is of the spar-deck type, her dimensions being:—Length, 335 ft.; breadth, 40 ft.; and depth 26 ft. 3 inches. She has been built to take Lloyd's highest class, and under the supervision of the owners' surveyors, Mr. J. H. Buchanan and Captain Potter. The engines will be supplied by Messrs. J. Dickman and Sons, limited, Monkwearmouth, the cylinders being 25, 42 and 58 inches in diameter, with 48-in. stroke, with boilers working at 180 lb. pressure.

Ensign Afridis recently made a raid on Garhi Sherad, near Peshawar, on the Indian Northwest Frontier, killing three men, wounding three others and carrying off a large quantity of plunder.

Taken suddenly ill on his way for a marriage licence, a young man (Huntingdon, U.S.A.), was removed to the hospital and operated on for appendicitis. While on the operating table he was married, but died shortly afterwards.

Don't Wait Until You Need it. Do not wait until some of your family is taken with a violent attack of colic or diarrhoea. Get a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy at hand when needed has saved many a life. Procure it at once. For sale by All Dealers; WATKINS & Co., Ltd., General Agents.

To-day's Advertisements.

LOST.

FROM Government House, a SMALL WHITE FOX-TERRIER PUPPY, two months old, short tail, black spot around the left eye. Finder will be rewarded on returning same to Government House.

Hongkong, July 12, 1905. 1345

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENLARG.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all their Goods are being landed at their side into the Godowns of the HONGKONG and KOWLOON WHARF and GODOWN CO., LIMITED, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 18th Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 24th Inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th Inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, July 12, 1905. 1341

To-day's Advertisements.

GROSSWOOD.

BRAND OF PAINTS.

VARNISHES AND OILS.

As supplied to the LEADING NAVIES, SHIPOWNSERS AND SHIPBUILDERS.

Manufactured by Gross-Sherwood & Heald, LIMITED, London.

SOLE AGENTS:—HARRY WICKING & CO., Hongkong.

Hongkong, January 6, 1904. 20-3

NOTICE.

JANE, CRAWFORD & CO. beg to inform the Public of Hongkong that they are the SOLE AGENTS in Hongkong of the following PIANO MANUFACTURERS: BRINSMEAD, COLLARD & COLLARD, BROADWOOD, ALLISON, CHALLENGER and DORNER.

And that GUARANTEED NEW INSTRUMENTS of any of the above makes CAN BE HAD FROM THEM ONLY.

JANE, CRAWFORD & CO. Hongkong, May 13, 1905. 1276

NOTICE.

D. R. NEWELL WILSON, DENTIST, has REMOVED his Office from Watkin's Buildings to No. 2, PEDDER'S STREET, opposite the Hongkong Hotel. Telephone No. 540.

Hongkong, June 20, 1905. 1187

NOTICE.

WE have this day established ourselves at No. 15, QUEEN'S ROAD CENTRAL, as GENERAL MERCHANTS and COMMISSION AGENTS under the Style of CRUZ, BASTO & CO. A. M. DE CRUZ, J. M. F. BASTO.

Hongkong, July 12, 1905. 1347

NOTICE.

THE Authority given by us to Mr. A. M. DE CRUZ to sign the name of our Firm for procuration has been WITHDRAWN. BARRETT & CO.

Hongkong, July 12, 1905. 1343

NOTICE.

HONGKONG AND WHAMPOA DOCK CO., LTD.

MR WILLIAM WILSON has this day assumed charge of the Company as ACTING CHIEF MANAGER during the absence on leave of Mr. W. B. DIXON, or until further notice.

By Order of the Board of Directors, C. P. CHATER, Chairman.

Hongkong, July 12, 1905.

THE DAIRY FARM CO., LD.

TRY OUR FINE AUSTRALIAN.

RABBITS AND HARES.

65 Cents and \$1.40.

Hongkong, July 11, 1905. 1346

MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDI, ADEK, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEE, AND BLACK SEA PORTS.

To-day's Advertisements.

LOST.

FROM Government House, a SMALL WHITE FOX-TERRIER PUPPY, two months old, short tail, black spot around the left eye. Finder will be rewarded on returning same to Government House.

Hongkong, July 12, 1905. 1345

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENLARG.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all their Goods are being landed at their side into the Godowns of the HONGKONG and KOWLOON WHARF and GODOWN CO., LIMITED, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 18th Inst. will be subject to rent.

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No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, July 12, 1905. 1341

ROBINSON PIANO COMPANY, LTD.

THE PUBLIC MAY RELY IMPLICITLY ON GETTING FROM US

PIANOS

OF THE HIGHEST CLASS

EMBODYING THE VERY BEST MUSICAL AND WEARING QUALITIES, AT MODERATE PRICES.

OUR CLIENTS HAVE THE ADVANTAGE OF OUR 30 YEARS EXPERIENCE AS EXPERTS, DEVOTED EXCLUSIVELY TO THE PIANO TRADE.

WE ARE BY FAR THE LARGEST IMPORTERS and MANUFACTURERS IN CHINA, AND STOCK ALL THE LATEST VARIETY OF MAKES.

WEISMANN, LTD.

TELEPHONE No. 407.

Patrons of CAFE WEISMANN will please notice that our REFRESHMENT ROOMS

Intimations.

MIYAKO HOTEL,
KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.
December 5, 1904.

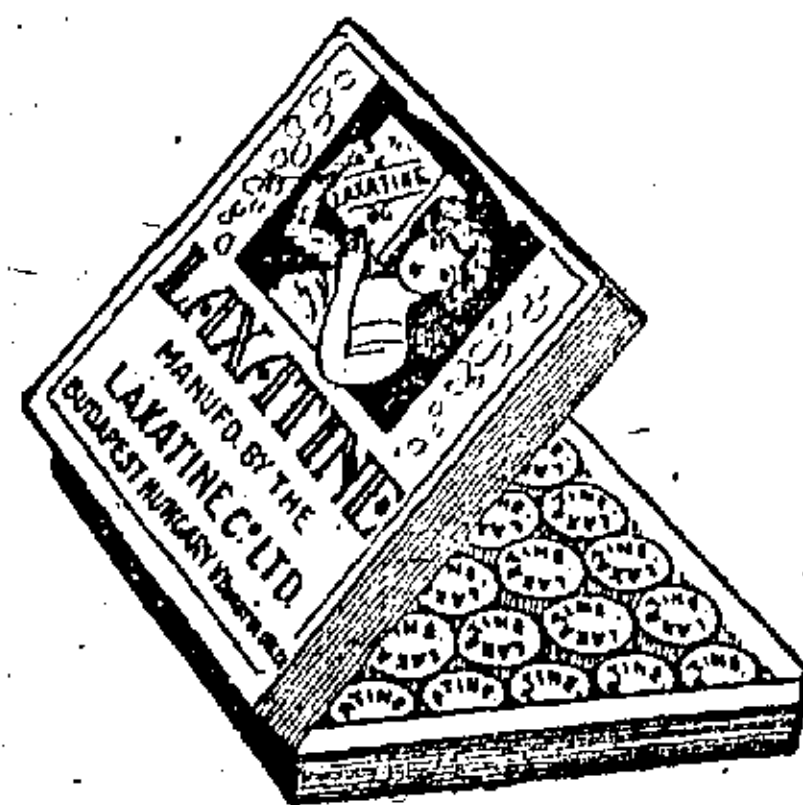
OSAKA HOTEL,
NAKANOSKIMA PARK,
OSAKA, JAPAN.

(TELEPHONE: No. 713, HIGASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA Catering for Foreigners.

ALL UP-TO-DATE COMFORTS AND EXCELLENT CUISINE.
R. EARI, Manager.

December 5, 1904.



ALMOST EVERYONE, AT THE END OF SUMMER, FEELS WILTED AND RUN DOWN. We wonder how we could get the heat of January and February so well, only to collapse when the weather is appreciably cooler. The reason is that the Summer strain is just beginning to tell on us. We need to CLEAR THE SYSTEM OF POISONOUS WASTES, and to stimulate the Liver and Kidneys into action again. IN CHOOSING AN APERIENT we look for certainty of result, gentleness of action, and palatableness. LAXATIVE, THE WORLD FAMOUS HUNGARIAN APERIENT, is the only one of all the hundreds before the public which meets the ideal conditions. It is recommended by Physicians as especially suitable for the use of ladies and children. TRY ONE BOX. THE PRICE IS ONLY ONE SHILLING. Prepared only by the LAXATIVE CO., LTD., Budapest, Hungary.

SOLD BY ALL CHEMISTS AND STOREKEEPERS.

Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship *Laxative*, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. on the 12th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, July 10, 1905. 1323

'SHIRE' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON AND STRATHS.

THE Steamship *DENBIGHSHIRE*, Captain W. A. Evans, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 2.30 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, July 6, 1905. 1305

SING ON & CO.,

Nos. 35 & 37, HING LOON STREET. IRON, STEEL, METAL AND HARDWARE MERCHANTS.

Retail and Wholesale Ironmongers, Pig Iron and Foundry Castings, and General Storekeepers. PRICES MODERATE.

Hongkong, December 14, 1904. 2249

MEE CHEUNG,

HIGH-CLASS PHOTOGRAPHER. Developing and Printing for Amateur. ENLARGEMENTS A SPECIAL FEATURE. BRANCH HONGKONG HOTEL CORRIDOR.

1687

Bangkok Times.

THE LEADING NEWSPAPER IN SIAM. And widely circulated in Malaya, Coochin China, the Straits Settlements, and Burma.

A DAILY NEWSPAPER, with a weekly Mail Edition (20 pp.). Subscription, Daily (postage extra), 10 Cents a year.

Advertisements: For each (8 lines), 10 Cents; one insertion; 5 Cents; 50 lines, 3 Cents; 100 lines, 2 Cents; 200 lines, 1 Cent; 400 lines, 1/2 Cent; 800 lines, 1/4 Cent; 1600 lines, 1/8 Cent; 3200 lines, 1/16 Cent; 6400 lines, 1/32 Cent; 12800 lines, 1/64 Cent; 25600 lines, 1/128 Cent; 51200 lines, 1/256 Cent; 102400 lines, 1/512 Cent; 204800 lines, 1/1024 Cent; 409600 lines, 1/2048 Cent; 819200 lines, 1/4096 Cent; 1638400 lines, 1/8192 Cent; 3276800 lines, 1/16384 Cent; 6553600 lines, 1/32768 Cent; 13107200 lines, 1/65536 Cent; 26214400 lines, 1/131072 Cent; 52428800 lines, 1/262144 Cent; 104857600 lines, 1/524288 Cent; 209715200 lines, 1/1048576 Cent; 419430400 lines, 1/2097152 Cent; 838860800 lines, 1/4194304 Cent; 1677721600 lines, 1/8388608 Cent; 3355443200 lines, 1/16777216 Cent; 6710886400 lines, 1/33554432 Cent; 13421772800 lines, 1/67108864 Cent; 26843545600 lines, 1/134217728 Cent; 53687091200 lines, 1/268435456 Cent; 107374182400 lines, 1/536870912 Cent; 214748364800 lines, 1/1073741824 Cent; 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